FROM THE EEGULAR CORRESPONDENT OF THE TRIBUNE. 1
LONDON, February 12.
The Times does itself the honor of putting its leader page in mourning for its late Editor. Mr. Thomas Chenery died yesterday morning from the effects of an operation for abscess in the stomach. He has been Editor of The Times since the end of 1877, when he succeeded Mr. Delane. An account of his life and an estimate of his character and services occupy two columns of the journal he edited, and for once it drops the veil of mystery with which it delights, as a rule, to screen its affairs, or make believe screen them, from the world. Neither Mr. Delane's retirement nor Mr.

Chenery's accession was mentioned at the time. The facts of Mr. Chenery's life may be stated in a few sentences. He was born in Barbadoes in 1826, went to school at Eton, then to Caius College, Cambridge, and was called to the Bar. He began his journalistic life soon after as Times correspondent at Constantinople, "in the stormy diplomatic period which preceded the Crimean war." It was there that he seems first to have acquired a taste for those Oriental languages in which he afterward became proficient. "On more than one occasion," says his biographer, "Mr. Chenery went up to the front in the Crimea to relieve Dr. W. H. Russell, who, as is well known, was our special correspondent at the seat of war." The sentence is a remarkable one. It is unquestionably well known that Dr. W. H. Russell was the special correspondent of that ournal in the Crimea, but I am by no means sure that the fact was ever announced in the journal to which he sent his letters. After the war Mr. Chenery returned to England, and from that time on became permanently connected with the journal as a regular contributor of leading articles, reviews and other original papers." He pursued his Oriental and other linguistic studies at the same time. Modern Greek and Turkish, Arabic, Hebrew, he wrote and spoke with fluency. His scientific knowledge of these languages was, it is agreed, of a high order. If he had a specialty it seems to have been Arabic. The publication in 1867 of his translation of the well-known Arabic classic, "The Assemblies of Al-Hariri," gave him a settled fame in the learned world, and a Professorship, in 1868, of Arabic at Oxford. "Two men," says his biographer, "so competent to judge as the late Proessor Bernays, of Bonn, a Jew by birth and a student of Oriental literature by predilection, and M. Renan, incontestably the most brilliant Semitic scholar of France, spoke to a common friend in terms of enthusiastic admiration of Mr. Chenery's philological attainments." There is a remark in Dr. Johnson's "Life of Sir Thomas Browne," to the effect that the reciprocal civility of authors is one of the most risible scenes in the farce of life. No doubt, however, Mr. Chenery deserved his fame as an Ori-

What concerns us more is his fame as a journalist. Two of his contemporaries in London Journalism publish brief but respectful tributes to his memory. What The Times itself says is expressed in terms to which it is difficult to give one's full assent, but which none the less do honor, as I began by saying, to a journal that has but too seldom shown itself solicitous to enhance the reputation of its own staff, or to do bare justice to them. With this amiable sentiment toward Mr. Chenery is mingled some feeling of the need in which The Times itself stands of apology. Whoever holds the pen for Mr. Walter puts in a kind of protest against the general verdict upon the recent conduct of the paper, and an attempted vindication of the appointment of Mr. Chenery. The ideal editor is first depicted. After an enumeration of the great events since 1877, the writer says:

writer says:

An Editor of The Times must move and work not merely in great affairs. Humani nikil a sealignum pulat; whatever concerns mankind for the moment, from a war to a whim, from a passing fancy or transient fashion to the great secular movements of humanity, from a great crime to a great catastrophe, the tragedy of life and its comedy, the victories of science and the achievements of hierature, the vicissitudes of circumstances and the inexorable harvest of death—these, and much more than these, are threads in the web of which an editor's life is woven, and they belong as much to his personal life as they do to the general history of his time.

Mr. Chenery is then described as a man of wide Mr. Chenery is then described as a man of wide

knowledge, sound judgment and great capacity; at. accomplished publicist, an experienced man of As the dominant interest in public affairs since he became Editor has centred largely in the East, Mr. Walter hopes it will be acknowledged that his selection of Mr. Chenery as Editor " was amply justified both by his personal fitness on gentude for dealing with Oriental affairs." And we are to draw by the way the flattering inference that Mr. Walter so far foresaw the course of events as to complexities of the Eastern question in one of its acutest forms. Well, it may be that we have all been dreaming troubled dreams, and that the gen-eral conviction of the decadence of *The Times* has had no real basis; that it never lent its influence to the Jingo movement, nor gave any support to Lord Beaconsfield's hollow schemes of Oriental aggrandizement, but pursued during all these years a wise, prudent, well-balanced and far-sighted policy of its own. But that is not, I am sorry to say, the general

But I don't think it was wholly or mainly Mr. Chenery's fault if the journal over which he exercised nominal control wavered and went wrong on so many great questions, both English and European. It has been the belief among journalists that Mr. Chenery was made Editor in name to the end that Mr. Walter, who is the chief proprietor of the paper, might be Editor in fact, or whenever the whim seized him. Mr. Walter does not pass for a man of wide knowledge or sound judgment in public affairs, but he is none the less (perhaps all the more) eager to meddle with high matters. Mr. Delane and too sure of himself to tolerate interference. Upon his retirement it seems to have been thought desirable to select a successor who would prove more pliable. Mr. Chenery was pitched upon. His long experience in some departments of journalism

gave an air of plausibility to the choice, Mr. Chenery was an excellent writer on certain subjects. He had been, as we have seen, correspondent at Constantinople. But he was essentially a literary man. I do not know in what sense it can be said, as is said in the passage I have quoted, that he was an experienced man of affairs. Save in the Constantinople episode, there is nothing to show that he had ever come in contact with anairs. He knew, I think, very little of journalism on what may be ager of the paper, nor concerned in the collection of news, nor versed in any branch of the administration of a great paper. He had no executive experience whatever. And he was fifty-one years old when the editorship of The Times was thrust upon

Nor was Mr. Chenery what is called a man of the world. I hope I may avoid anything that looks like a contradiction of what is stated in The Times, except in matters of opinion. I do not mean it is a contradiction in any other sense, but the truth is that when Mr. Chenery was put into Mr. Delane's chair the feeling was that Mr. Walter had gone to the antipodes for a successor to that great Editor. Mr. Delane, it may be said without exaggeration, knew everything an Editor ought to know. He was bred to the profession. He had lived in the office. He had been forty years chief of the chief journal of Europe. He knew everybody. Mr. Chenery knew nobody. Speaking of the political world in which he was henceforward to be a power, I mean to be understood literally. His acquaintance lay among scholars. He was a recluse; unknown in London outside of the Athenseum Club, and known in the Athenseum Club mainly to a particular set. But among that set, and among Mr. Chenery's friends, luckily, was Mr. Hayward. Mr. Hayward gave his friend the full advantage of his immense personal acquaintance. He introduced him to a great number of men in the front ranks of public life. Then Mr. Chenery, of whom not five people in what is called society had ever heard, became a celebrity the moment he became Editor of The ROCKLAND COLLEGE,
Times; invitations to great houses flowed in upon him; he had only to choose his associates. But again, a man who begins social life at fifty is not again, a man who begins social life at fifty is

likely to get the most that can be got out of it. It is too late to acquire the flexibility essential to social success, or to master the thousand details, each of which is unimportant, and all of which together mark the difference between a man who is and a man who is not of the world in which he moves. Mr. Chenery played his part as well as could be expected. He could talk and talk well. When he was at his ease he was interesting, though always too didactic. But to say that he caught the tone of the people among whom he moved would be to say too

His mistakes in the office might be dealt with in a similar way, but need not be dwelt on. They were, in any case, never due to want of diligence or real capacity of mind. To recall one famous case-that morning in October, 1881, when The Times in its usual tone of omniscience announced that no decision of importance had been taken in the Cabinet Council of the day before, and when almost as men read the words at breakfast London was ringing with the arrest of Mr. Parnell. Mr. Delane might not have known (though he almost certainly would) that the Cabinet had resolved on that arrest, but he never would have committed the mistake of saying nothing had been done. He would have known whether he knew or not. Nor would Mr. Deland have allowed M. de Blowitz to edit his European politics for him in Paris, or to import his individual rancor against one eminent statesman after another into The Times's columns. Nor, again, would be have thrown the reins on the necks of an unruly staff of leader-writers, or allowed violent partisans steeped in race-prejudice to take their own line on questions on which they were bigoted. Nor, I repeat, would a timorous and narrow-minded proprietor have been allowed to mount the box, whether to use the drag or the lash, when the coach was on the edge of a precipice. For the many all but unaccountable errors which the world has noted in the conduct of the paper, Mr. Chenery is probably less responsible than Mr. Walter. To-day, at any rate, one prefers to remember the good and strong sides of his character and capacity, and to say that if he failed, or in so far as he failed, in one of the most difficult posts in the world, it was because he lacked the training essential to success.

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Salouns, 800 to \$75, excursion, \$10 to \$125, Second Cabin,
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Legal Notices.

THIRTIETH-ST.—Supreme Court,—Edward Himcken, sole surviving executor of the last will and testament of Peter Rice, deceased, against fasses B. Fluddil, Edward D. James, The Farmers' Loan and Trust company, as receivers of the property, estake and effects of Robert Bowne, deceased, and Edward E. James.

In pursuance of a Indignent and degree of forcelowire and sale, made and entered herein June 17, 1882, i. the undershipped, the referes in said judgment maneet, will sell at public auction, at the Exchange Palestone, No. 11 Broodway, New-York City, on the 6th day of Morch, 1884, at 2 o'clock noon, by Richard V. Harnett, auctioneer, the following described premises:

All those certain lets, pieces or parcels of ground and buildings thereon, situate, lying and being in the Twentieth Ward of the City of New-York and on the southerly side of 30th-81, bounded and containing together as follows: Beginning at a point on the southerly side of 30th-81, bounded and containing together as follows: Beginning at a point on the southerly side of 30th-81, wo hundred and interly-claft feet and swen inches from the easterly side of 7th-ave; thence running easterly, along 30th-81, sixty-five feet; theiree running southerly, parallel with 7th-ave, ninety-cight feet and nine inches together and parallel with 7th-ave, ninety-cight feet and nine inches deep; beginning two hundred and ninety-cight feet and nine inches deep; beginning two hundred and ninety-cight feet and nine inches deep; beginning two hundred and ninety-cight feet and nine inches deep; beginning two hundred and ninety-cight feet and nine inches deep; beginning two hundred and ninety-cight feet and nine inches deep; beginning two hundred and ninety-cight feet and nine inches deep; beginning two hundred and ninety-cight feet and nine inches deep; beginning two hundred and ninety-cight feet and nine inches deep; beginning two hundred and ninety-cight feet and seven inches east from 7th-ave.—Dated New York February 8, 1884.

DANIELT WALDEN. beginning two hundred and inner, see the cast from 7th-ave.—Dated New York, February 8, 1884, east from 7th-ave.—Dated New York, February 8, 1884, east from 7th-ave.—Barry 8, 1884, east from 7th-ave.

DANIEL T. WALDEN, Reference Plaintiff's Attorney, St. Liberty-st., N. Y. City.

CURTIS EATON vs. EMILY A. EATON.

COUNTY, 63:

Buildery, 81, N. Y. City.

Buildery, F. Feb. 21, A. D. 1884.

Upon the complaint of the said E Curtis Eaton praying, for reasons therein set forth, for a divorce, returnable to the Superior Court, in and for Fairfield County, on the draft Tuesday of March, 1884. It appearing to, and being found, by the subscribing authority, that Emily A. Faton, the said respondent, is absent from the State and gone to parts unknown; therefore

Ordered, That notice of the pendency of said complaint be given by publishing this order in The New-York Tribune, a newspaper printed in New-York City, three weeks successively, commencing on or before the 25th day of February, A. D. 1884.

H. T. BLAKE, Clerk of the Superior Court of Fairfield County.

THE MARKETS.

TOTAL RECEIPTS OF PRODUCE Per North Eiver, Vessels and Railroad New-York, March 1, 1884.

GENERAL MARKET REPORT. NEW-YORK, March 1, 1884.

NEW-YORK, March 1, 1884.

COFFEE—Mild grades quiet and rather weak. James Phylo
& Co. reported the stock of Java to day at 12,837 mats against
125.800 mats same date in 1883. Of this total 53,609 mats
are Padare against 47,090 mats last year. Spot Rio dull and
nominal at 125c. at times fairly active at a decline of 10
points. Sales, 33,000 bags at 17.5 for March. 10.80201.085 for
April: 10.8520.096 for May; 10.90210.95 for June; 10.95
211 for July; 11.05 for August, September, October and November, and 11.0521. 10 for December.
COTTON—Spot Cotton quiet and unchanged. Sales, 600
hales (500 last evening), Including 100 for consumption and
500 on speculation; delivered on contracts, 200 bales. Receipts at the ports to day, 12,286 bales, against 17,510 last
week, and 13.842 last year.
The quotations according to the American classification are
as follows:

New Oriesas

 Ordinary
 \$5%

 Strict Ordinary
 9 1-16

 Good Ordinary
 97%

 Strict Good Ordinary
 10%

 Low Middling
 10%

 Strict Low Middling
 10 11-16

 10%
 10%
 10 15-16

Brandywine, at 25 40, quoted at \$3 35 2 25 45; Yellow Western, \$3 283 30.

GRAIN-WHEAT-Market without decided change for cach lors, Options opened arm and subsequently were \$42.

Sections, and closed steady at a shade above the inside prices. Very limited trade for export and City Milling, and a moderate business on speculaitive account. Sales, 2,516,000 bush, future, 94,000 bush, cash, including No. 2 Chicago at \$1.084 chivered; Ungranded Winter Red 945 285 195. Choice field Souther, \$1.10; No. 3 Red, \$1.03 in elevator; No. 2 Red, \$1.08 in \$1.38; \$1.38; for Rail certificates in elevator; No. 1 Red, \$1.25 village of the chicago in elevator; No. 1 Red, \$1.25 village of the chicago in elevator; No. 1 Red, \$1.25 village of the chicago in elevator; No. 1 Red, \$1.25 village of the chicago in elevator; No. 1 Red, \$1.25 village of the chicago in elevator; No. 1 Red, \$1.25 village of the chicago in elevator; No. 1 Red, \$1.25 village of the chicago in elevator; No. 1 Red, \$1.25 village of the chicago in elevator; No. 1 Red, \$1.25 village of the chicago in the chic

41 active, closing 41 ac; do. May, 42 active, closing 42 ac; do. June, 42 ac, closing 42 ac. FEED steady.

HEMP-Mainta quiet; 100 bales for May sold on Change at 9 dec; slast nestected.

HAY, ec-straw was scarce and firm. Hay rather weak, owing to heavy recepts and a very light trade. Hay.—No. I Prime trimothy, 50 assec, No. 26 coul, 50 ac; 50 ac. No. I alwedness, 50 acoc; clover, mixed, 40 acoc; clover, 40 acdc; Hay, shipping grades, 40 acoc, Straw, No. I Ryc, 00c; Short Ryc, 40 acoc; downer, mixed, 40 acoc; clover, alwedness, the current prices. It is practically a dead-lock. Holders, as a rule, are him; thy may as well as so, as there is practically in market in any event. Some receivers, however, are becoming a little uneasy, owing to the continued aboveses of business. Receipts for week to rebruary 29, 10,46; exports for week to rebruary 28, 2,40; september 1 to rearrant 22, 40,46; exports for week to rebruary 28, 2,40; september 1 to rearrant 20, ac, 314; imports from september 1 to framer 25, ac, 314; imports from September 1 to return y 2, 1,97. Crop or 1883, chose, 26 ac.; Good to Frame, 21 a 25c., Medium to tood, 18 a 21c., Low Grades, 14 a 17c.; Crop of 1882, 18 ac. 16. Facility Coast, 18c. 35.

METALS.—There was no besides at the coast, 18c. 3, 22 ac.

Serious is and 100 hims, clear there, Scotted To, dates on Parket Latina Prime. 17. In 18th Boy, then Back, Serious Latina Prime. 17. In 18th Boy, then Back, Serious Latina Prime. 17. In 18th Boy, then Back, Serious Latina Prime. 17. In 18th Boy, the Back in the second to the second in Barrons and Serious Boy, 18th Boy,

EUROPEAN PRODUCE MARKETS.

LIVERPOOL, March 1.—Provisions.—Bacon—Cumberland Cut,
42s. 04t, Long Cusar Middles, 4.s. 04t, ishort Clear Middles,
46s. 04t, Short Ros, 46s. 04t, Shoulders, 35s. per cwt. neef,
110s. 04t, for extra Indian Mess, Prime Mess, 75s. Pork—
Prime Mess, 75s. 04t per obl.; Prime Mess, 25s. per cwt. neef,
110s. 04t, 18th Lard—American, 45s. 05t, Prime Western, 85s, Western, 75s. Lard—American, 45s. 05t, Prime Western, 45s. 05t,
111s. per cwt. for Inst United States. Checse—
American Choice, 71s. Wheat—Red Western Spring, 7s. 10d.
45s. 04t, 18th Winter, 8s. 25s. 25t, per cutal; No. 2 Spring,
8s. 04t, New Western Winter, 8s. 25s. 4dt, New Mixed Western, 55s. 35st, California No. 1, 5s. 04t, 26s. 3dt, California No. 2,
7s. 8st, 37s. 11d. per cental. Portudes—Sprint of Turpenting,
26s. 9dt, 9d. at London, 26s. 0a. per cwt. Refined Petroleum, 7d. 37 8st, per gailon. Clover Seed-American Red, 50s.
350s. per cwt. Tailow, 40s. 0d. 25s. 3c. 220 15s.
Longon, March 1.—Produce—Linsced Oil, 25s. 3c. 220 15s. Grimmer Resorts.

Summer Resorts.

PAVILION HOTEL AND COTTAGES, 1811P, Long Island, will open April 1. House heated with steam. JAMES 51.ATER, of the Berkele ', 5th-2ve. and bth-st, owner and proprietor.

ANYWEEF, March 1.—Petroleum, Fine Pale American, 19 francs 75 centimes paid and 19 francs 75 centimes sellers. Wilcox's Lard closed at 117 francs 60 centimes per 100 kilos. Brames, March 1.—Petroleum, 7 marks 60 pfenning. Wilcox's Lard closed at 46 marks per 110 h. Hambido, March 1.—Wilcox's Lard closed at 46 marks 50 pfennings per 100 h.

HAVEE, March 1.—Wilcox's Lard closed at 61 francs per 60 kilos.

SUPREME COURT-CHAMBERS-Before Lawrence, J.-First

COURT CALENDARS-MARCH 3.

SUPERIOR COURT-TRIAL TERM-PART III - Adjourned for the

LONDON WOOL SALES.

LONDON, March 1—The following are the Wool sales of Priday in detail: Port Philip—Lambs, Greasy, 6d & ls. 5 kgd. Advisible—Scoured, 1s. 1d.; New Zealand—Gressy, 8d. 2 ind.; Natal, Freece, 1s. 2-2d, 2ls. 3d. To-day 12, 191 bates of Sydney and Port Philip were sold.

Droposals.

PROPOSALS FOR TOBACCO.

BUREAU OF PROVISIONS AND CLOTRING.

WASHINGTON, D. C., Feb. 19, 1844.

Sealed proposals, indersen "Proposals is it Tobacco," will be received at this Itureau until March 26, 1884, at 11 o'clock a m., for one hundred and fifty thousand (100,000) pounds of Navy Tobacco, to be delivered at the Navy Yard. Brosslyn, N. Y., as follows: fifty thousand (50,000) pounds in thirty days, and the balance in ninety days from the date of the contract.

Specifications and forms of offer will, by the date of the contract. specifications and forms of offer will be furnished by this rean upon application, and proposals must be made noon forms so furnished and in accordance with the specifica-

PROPOSALS SEALED AND INDORSED on envelope "Bid for Supplies Avertised "will be received at this office until 12 o'clock, March 4, 1884, for the following supplies of the best quality, to be dolivered within thirty days from date of order, free of expense, at the Navy Vard, New York:

131.858 Bounds Angie Iron.

be desired advantageous to the Government.
Two responsible currents required for the prompt and faithint delivery of the supplies awarded.
Hisaak forms will be furnished at this office.
Bids not properly signed and certified will not be considered.

THOMAS T. CASWELL.
Fay Inspector, U. S. Navy.

Steamboats and Hailroads, A DVERTISEMENTS FOR THE NEW-VORK TRIBUNE WILL BE RECEIVED AT THE UPTOWN OFFICES, No. 1.238 Broadway, corner Thirty, Bighth-are, No. 9-2 last Fourteenth-st, corner Union-square-790 Third-ave, corner Forty-seventh-st, at the HARLEM OFFICES, Nos 1.907 and 2.900 Third-ave, corner One' bundred and Twenty-fifth-st, up to 8 p.m., at regular office rates.

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WEST.
Via Philadelphia, Baltimore and Washington.
Trains leave from Fennsylvania R. R. Depot.
3 p. m., except Sanday, for Washington and all points West.
7 p. m. DALLY FAST EXPRESS, through sleeping coaches to Chicago, Cincinnall, St. Louis. Connects for all points West. coaches to Cincigo, Uncoman, es. Jouis-points West. 12, MIDNIGHT, daily for Washington and all points West. For Time-Tables, Tickets, bleeping Berths and Baggage apply at Company's olice, 315, and 21 Broadway; 4 Court-ic, Broadyn Pennsylvania Raifroad.

FOR NEW-HAVEN.—Steamers leave Peck sup at 3 p, m, and 11 p, m, (Sundays excepted.) 11 p, m, steamer arrives in time for early trains North and East. FOR BOSTON.

See the control of the

NORWICH LINE. Inside Winter Route. To BOSTON, \$3. WORKESTER, \$2 50. NASHUA, \$3 05. PORTLAND, \$6, and no transfer.

Steamers CITY OF NEW-YORK CITY OF LAWRENCE
Leave Fire No. 40, North Biver, foot of Watts at, next pier
above Dealirosses at, Ferry, daily except Sundays, at 2000 p. in. DHILADELPHIA AND READING

PHILADELPHIA AND READING
RAILROAD.

FROM STATIONS OF
NEW-JERSEY CENTRAL DIVISION,
FOOT OF LIBERTY ST. NORTH RIVER.
Direct connection to and from Brooklys, via Annex Boata,
from Brooklys Brings Figs.

TIME TABLE-TAKING EFFECT NOV. 18.1883.
For PHILADELPHIA and TREENTON, Bound Brookly
Route at 745, 600, 1115 a.m., 130, 420, 420, 530, 7604,
1200 p.m. SUNDAYS at 845 a.m., 556, 1200 p.m.
Direct connection at Wayne Junction for Cermantown and
Chestmat Hul; at Columbicave, for Manayunk, Conshohocken and Norristown.
DRAWING-ROOM CARS on all Day Trains and SLEEPING
CARS on Night Trains.
Beturning leave PHILADELPHIA, Night and Green.sta,
750, 845, 542, 1100 a.m., 115, 545, 540, 645, 1250
p.m. SUNDAY, 830 a.m., 530, 1200 p.m. Third and
Terksets, at 510, 820, 990 a.m., 1100, 330, 520, 530
p.m. SUNDAY, 815 a.m., 430 p.m.
Leave THENYON, Warren and Tuckersta, at 125, 620, 803,

Leave THENTON, Warren and Tucker-sta, at 1,25, 6:20, 8:03, 9:05, 16:08, 11:34 a. m., 10:4, 4,22, 6:24, 7:28 p. m. SUN-DAYS, 1:25, 9:18 a.m., 5:15 p. m. For WILLIAMSPORT at 5:45, 7:45, 9:00 a.m., 8:45, 4:00 FOR BUNBURY and LEWISBURG at 6.45, 745 a. m., 8:45, 4 p. m.

FOR READENG and HARRISHURG at 7:45, 9:00 11:15 a. m., 1:00, 1:30, 4:00, 5:30, 12:00 p. m. Sundays at 5:30 p. m.

FOR SCRANTON at 8:45, 9:00 a. m., 3:45 p. m.

FOR WILLESBARRE and PITTSTON at 6:45, 9:00 a. m., 1:00, 1:30, 5:45, 5:30 p. m. Sundays at 5:30 p. m.

FOR DRIFTON at 6:45 a. m., 3:45 p. m.

For TAMAQUA at 0:45, 7:45, 9:00 a.m., 1:00, 1:80, 3:45, 4:00, 12:00 u.m. 12:00 p. m.

FOR BETHLEHEM, ALLENTOWN and MAUCH CHUNK at 6:45, 9:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sunday at 6:35 p. m. For EASTON at 6:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:00, 4:30, 5:30 p. m. Sundays, 5:30 p. m.

FOR ELEMENTORS ON HIGH BRIDGE BRANCH at 9:00 a. m., 4:00, 4:30 p. m.

For STATIONS ON HIGH BRIDGE BRANCH at 9:00 a.m., 4:00, 4:30 p.m., 5:00, 5:30 p. no. Sundays, 1:30 p. no.

For SOMERVILLE at 6:43, 9:00, 10:30, 11:15 a.m., 1:00, 1:30, 3:45, 4:00, 4:30, 6:00, 5:30, 6:00, 7:00, 8:00, 10:30 p.m. Sundays at 8:00 a.m., 1:30, 5:30, 9:00 p.m. 10:30, 11:15 a.m., 1:00, 1:30, 3:30, 3:45, 4:00, 4:30, 5:00, 5:3

For FREEHOLD—At 5, 6:15, 11 a. m., 1:30, 4, 5 p. m.
For LAKEWOOD, TOMS RIVER and BARNEGAT as a. m., 1:30, 4:30 p. m. with through parior care on 4:30 p. train. NEW-JERSEY SOUTHERN DIVISION. From Pier No. 8, North River, via Sandy Hook, for LONG BBANCH, EATONTOWN, etc., at 4 p. m.

for LONG BBANCH, EATONTOWN, etc., at p. in.

Tickets can be procured at foot Liberty-st, Pier No. 8, North
River 21, 102, 907, 267, 261, 271, 419, 721, 944, 1,817, and
1823 Broadway; 787 and 749 cht. ave.; 1 Rivington-st.; 10
greenwheltst, 209 East 125th-st, and principal Hotels in
New York City. In Brooklyn at Nos. 4 Court-st.; 118 Proadway, 732 and 838 Feuton-st.; 210 Manhattan-ave.; 7 De Kalbvay, 732 and 838 Feuton-st.; 220 Manhattan-ave.; 7 De Kalbvay, 732 and 838 Feuton-st.; 220 Manhattan-ave.; 7 De Kalbvay, 732 and 838 Feuton-st.; 220 Manhattan-ave.; 7 De Kalbvay, 732 and 838 Feuton-st.; 230 Manhattan-ave.; 7 De Kalbvay, 732 and 838 Feuton-st.; 230 Manhattan-ave.; 7 De Kalbvay, 732 and 838 Feuton-st.; 230 Manhattan-ave.; 7 De Kalbvay, 1 Panhattanvay, 1

Steamboats and Railroads.

FOR BRIDGEPORT and all points on HOU BATONIC and NAUGATUCK RALLROADS—Steamers leave Catherine-slip at 11 a.m., 8 p. m., 23d-at., East River, 8:10 p. m. Fare lower than by any other route. EHIGH VALLEY RAILROAD.—Passenger trains leave depot foot of Cortlandt and Desbrosses states 10 a.m., 3:40 and 7 p.m. for Easton, Bethlehem, Allentown, Reading, Mauch Chung, Wilkesbarre, Towanda, Waverly, Ithaca, Geneva, Lyons, Buffale and the West. Pullman through coaches ren daily. Local trains at 7 a.m. and 5:40 p.m. for Easton, Bethlehem and Coolay.

Trains leaving at 5:10 a.m., 1 and 3:40 p.m. connect for all points in Mahanoy and Hayleton coal regions. Sunday train local for Mauch Chung 8:10 a.m. Leave Mauch Chung at 4 p.m.

at 4 p. m.

General Eastern Office, corner of Church and Cortlandt sta.

E. B. BYINGTON, G. P. A. NEW-YORK AND LONG BRANCH RR. NEW-YORK AND LONG BRANCH RR,

(Pennsylvania RR, Joot Certlandy st and Deabrosses at,

Phila. Read, RR foot Liberty-et,

LEAVE NEW-YORK, commencing November 18, 1883.

For South Amboy, via Phila. & Reading R. R., 5, 815, 11-66 a.m., 130, 4, 5, 6 p. in. Sundays, 4:00, 1045 a.m. via Penn. RR,

9:00 a.m. 12 m. 8:10, 5 p. in. Sunday 9 a. in. 5 p. in.

For Matawan, &c., via Phila. & Reading RR, 5:00, 8:15, 11, a.m., 1:30, 4, 03, 05:00, 5 p. in. Sundays, 4:00, 10:45 a.m., via Penn. RR, 9 a.m., 12 m. 5 p. in. Sundays, 4:00, 10:45 a.m., via Penn. RR, 9 a.m., 1:2 m. 5 p. in. Sundays, 4:00, 10:45 a.m., via Penn. RR, 9 a.m., 1:30, 4:00, 6:00 p. in. Sundays (and stopping at Green Grove or Asbury Park), 4:00, 10:45 a.m., via Pennsylvania RR, 9 a.m., 12 m. 3:10, 5 p. in. Sundays (not stopping at Ocean Grove or Asbury Park), 9 a. in., 5 p. in. For Freediold, via Philadelphia and Reading RR, 5:00, 8:15, 11 a.m., 1:30, 4:00, 5 p. in. For Keyport, via Philadelphia and Reading RR, 5:00, 8:15, 11 a.m., 1:30, 4:30, 5:00 6 p. in. For Laakwood, Toms River, and Barnegat at 8:15 a.m. 1:30, 4:30 p. in. C. G. HANCOCK, J. R. WOOD, H. H. NIEMAN, G. P. & T. A., P. & R. RR. G. P. A. P. RR. Acty Supt. NIEW-YORK CENTRAL AND HUDSON

O. P. & T. A., P. & R. RR. G. P. A. P. RR. Act's Supt.

NEW-YORK CENTRAL AND HUDSON
RIVER RAILERAD.—Commencing Nov. 18, 1883,
through trains will leave Grand Central Depot.
S. a. m., Western New-York and Northern Express, with
drawing-room cara.
Std a. m., Fast Limited Chicago Express, with divine cara,
stopping at Albany, Utica, Syraones, Rochester, Buffalo, Erle,
Cieveland and Toledo, arriving at Chicago Iotil a. m. next day.
10.30 a. m., Chicago Express, drawing-room cara to Caman
deigna, Rochester and Suffalo, connects for Gawero.
11 a. m., Western New-York and Northern Express, with
drawing room cars,
3.30 p.m., Albany, Troy and Utica Express.drawing-room cars
4 p. m., Accommodation to Albany and Troy.
"Ci. m., Mt. Louis Express, with sleeping cars for Niagara
Falls, Suffalo Cincinnati (except Saturday) Totodo, Detroit,
and Mt. Louis. Falls, Suffalo, Cincinnati (except Saturday), Tolodo, Detrois, and St. Loine, Express, with sleeping cars to Syracuse and to Anburn road: also to Mostrail.

190 m. Pacitic Express, with sleeping cars for Rochester, Bursio, Clevenand, Toledo, Detrois, Chicaro, St. Lonis, Oswege, also Lowville (excent Saturday).

11 p. m. Night Express, with sleeping cars to Albany and Troy. Connects with the morning trains for the West and North (excent Saturday).

Tickets on sale at Grand Central Depot, No. 5 Bowling Green, 252 and 425 Broadway, and at Westcout's Express Offices, 3 Park place, and 785 and 342 Broadway. New York, and 335 Washington and 864 Fulton sts. Brooklyn, and 79 Fourth-st., Williamsburg.

Accommodations in drawing-room and sleeping cars can be procured as any of the ticket offices in New York City.

Baggare called for and checked from resisiones.

"These trains fon daily. All others daily except Sunday.

"These trains fon daily. All others daily except Sunday.

"These trains fon daily. Ceneral Presenter Agent.

General Superintendent.

General Presenter Agent.

DPULIAR SHURE LINE. In The Toy interfect, Boston and the East. All rail from Grand Central Depot, three express trains daily (Sundays excepted) to Boston at 8 i.m., 2 p. m. (parlor car attached) and 10 p. m. (with palace sleeping cars). Sundays at 10 p. m. (with palace sleeping ars). Newport express leaves Grand Central Bejot at 1 p. m., prives at Newport 25 b. m. Parlor cars attached.

DENNSYLVANIA RAILROAD.

PENNSYLVANIA RAILROAD.

On and after Feb. 27, 1834.

GREAT THUNK LINE

AND UNITED STATES MAIL ROUTE.

Trains leave New York via Desbroses and Cortlandt Street

Ferries as follows:

Harrisburg, Pittsburg, the West and South, with Pullman

Palace Cars at lacined, 8 a. m. d and 8 p. m. daily. New York

and Chicago Limited, of Parlor, Dining, Smoking and Sleeping Cars, at 9 a. m. every day.

Williamsport, Lock Haven, 8 a. m. 8 p. m. Corry and Eric at

8 p. m. connecting at Corry for Titusville, Petroleum Centre

and the Oil Region.

Baltimore, Washington and the South. "Limited Washington

Express of Palinan Parlor Cars daily except Sunday, 10

a. m., arrive Washington and the South. "Limited Washington

Express of Palinan Parlor Cars daily except Sunday, 10

a. m., arrive Washington 4:05 p. m. Regular, v. a. B. and P.

R. R. at 8:00 and 3:00 a. m. 3:04 and 9 p.m. and 12 night. Sinday, via B.

and P. R. 6:015 a. m. 6 p.m. and 12 night, via B. and O. R.

R. 7 p. m. and 12 night.

For Atlantic City except Sunday, with through car, 1 p. m.

For Cape May, except Sunday, 1:10 a. m.

Long Branch, Bay Head Junction, and intermediate etations

yis Rahway and Amboy, 0 a. m., 12 noon, 3:10, 6 p. m. Oa

Sunday, 9 a. m. and 6 p. m. do not stop at Asbury Park.)

Boats of "Brooklyn Annex" connect with all through trains at

Jersey City, affecting a speedy and direct transfer for

Brooklyn Irana arrive. From Pittsburg, 6:10 and 11:20 a. m., 7:30 and

Trains arrive. From Pittsburg, 6:20 and 11:20 a. m., 7:30 and

Trive—From Pittsburg, 6:10 and 11:20 a.m., 7:30 and 5:m. daily, and 7:a.m. daily except Monday. From myton and Baitmore, 6:30 and 6:30 a.m., 3:40, 3:50, 2:50, 10:00 and 10:35 p.m. Studay 2:35, 6:30 a.m., and 10:35 p.m. From Baitmore, 2:01 m. on Sm. m. daily 2:00 p.m. From Philadelphia, 2:50, 8:10, 6:30, 6:50, 7. Monday, 0:20, 3:50, 10:35, 11:35 a.m., 12:0, 2; 3:40, 3:50, 6:50, 7:50, 7:50, 7:50, 8:50, 6:30, 10:35, 10:20 and 5:35, 9:20, 10:35, 10:35 a.m., 3:55, 9:20, 10:05, 10:30 and 10:35 b. m. TO PHILADELPHIA.

THE OLD ESTABLISHED ROUTE AND SHORT LINE 20 TRAINS EACH WAY WEEK-DAYS AND 9 03 SUNDAY, 3 STATIONS IN PHILADEL PHIA, 2 IN NEW-YORK.

DOUBLE TRACK, THE MOST IMPROVED EQUIPMENT, AND THE FASTEST TIME CONSIST.
ENT WITH ABSOLUTE SAFETY.

Express Trainsleave New York via Desbrosses and Cortland Street Ferries as follows:
6:20, 7:20, 8,8:30 (9 and 10 Limited), 11, 11:10 a.m. 1, 3:20, 3:40, 4, 5, 6, 7, 8 and 9 p. m. and 12 night. Sundays, 6:15, 8, 19 Limited and 10 a.m.; 4, 6, 7, 8 and 9 p. m., and 12 night. Trains leaving New-York daily, except sunday, 7:20, 8:30 and 11:10 a.m.; 1, 2, 4, 5 and 7 p. m., connect at Trenton for Camden. Camden.
Returning trains leave Broad-st Station, Philadelphia, 1201, 3115, 3120, 4, 4135 (except Monday), 6:60, 7:30, 8:20, 8:38, 11, and 11:15 a.m. (Limited Express 1:30 and 5:20 p. m.), 1. 4, 6, 6, 6:30, 7:40, 7:45 and 8 p. m. On Sunday 12:31, 4:15, 8:20, 4, 4:35, 8:30 a.m. 4, (5:20 Limited), 6:30, 7:40, 7:45 and 8 p. m. Leave Philadelphia via Camden, 8:50 a.m. daily except Sunday.
Ticket offices, 4:35, 8:40, and 9:44 Broadway, 1 Astor House, and Brooklyn Annex Station, 10:54 of Followst, and Brooklyn, Busha Hotol. Hoboken, Station, Jersey City, Emigrant Ticket Office No. 8 Battery Place and Castle Gay den.

The New-York Transfer Company will call for and check aggage from hotels and residences. CHARLES E. PUGH,

STARIN'S
CITY, RIVER AND HARBOR TRANSPORTATION
COMPANY.
Office Pier 18, N. R., foot of Cortlandi-st. Consignments of freight forwarded as directed to any part of the world.

of the world.

UNEQUALLED FACILITIES FOR DISPATCH.

Orders received for delivery of all kinds of freight and medical chandles to any part of the city.

SEA AND HARBOR TOWING AND RIVER AND HAR BOR LIGHTERAGE.

Freight of every description promptly lightered to any point
n the harbor at reasonable rates.

STEAMBOATS, BARGES AND GROVES TO CHAR-TER FOR EXCURSIONS. Steamer JOHN H. STARIN for NEW-HAVEN, leaves Plan 18, N. R., foot of Cortlandt-st., at 2 p. m. daily. [SUNDAY 18, N. B., 1000 of Cormandest, see W. B. B. received at Fier 19;
For New-Haven and points Fast, at Fier 18.
NORTH SHORE, STATEN ISLAND.—Eleven Miles for
Ten Cents, via Steamers from Fier 1, E. B., foot of White-

hall-st.
CENTRAL, SHIPYARD, Communicaw, N. J.-Dry, Docks,
Machine and Boiler Shops. Everything appertaining to the

construction and repair of vessels

Construction and repair of vessels

THE ERIE RAHLWAY, better known as the NEW-YORK, Lake Erie and Western Eally
Arrangements of trains from Chambers at Depet.

O a m-Daily except Sundaya. Bay Express, drawing teach ceaches to Einchanton, Elmira and Unitado. Steeping ceaches to Einchanton, Elmira and Unitado. Steeping coaches to Cheveland, cinclunasi and Chicago.

O m and time-Pullman Steeping Coaches to Juffalo, arriving 7-25 a.m. Nagara Falls, 9 a.m. Salamanca 7-05 a.m. Cheveland 1440 p.m. Cinclunati, 8:20 p.m. St. Louis S.40 n.m. econd day. Connecting trains arrive Detroit St. 10 p.m. Teled Salva p.m. and Indianapolis 11 am.

S m. Daily)—Pacific Express for the West. A Solid Train of Pullman Day and Sleeping Coaches to Singhanton. Finited Buffalo, Niagrara Falls, Cinclunati and Chicago. Houst and Buffet Smokhig Coaches to Cincago.

S.15 p.m. Emisgrant train for the West.

Butherford, and Passalo 6 7:20 7:30 9:30 10:20 g.m. 12 mentight. Sundays 6 8:30 10:20 g.m. 14:5 8:630 b.p. m. 12 midnight. Sandays 6 8:30 10:20 g.m. 14:5 8:630 b.p. m. 12 midnight. Sandays 6 8:30 10:20 g.m. 14:5 8:50 4:50 10:30 g.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:5 8:50 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:5 8:50 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:50 6:30 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:50 6:30 8 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:50 6:30 8 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:50 6:30 8 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:50 6:30 8 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:50 6:30 8 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:50 6:30 8 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:50 6:30 8 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:50 6:30 8 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:50 6:30 8 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:50 6:30 8 p.m. and 12 midnight. Sandays 6 8:30 10:20 g.m. 14:50 6:30 8 p.m. and 12 midnight.

duight. Sundays 6 830 10:20 am 1:40 6:30 8 p m and 12 duight. Warwick 7:50 am 4:30 p m. Newburg and Cornwall 7:50 3 am 3:30 4:20 6 p m. Sunday South of the control of the control of the christian of the christian of the control of the cont at and Kingston and Montgomery 9 a m 4:30 p m/

Express trains from the control of t NORTHERN RAILROAD OF NEW-JERSEY ORTHERS NAME of Englewood. Closter, Firmont and Trains leave for Englewood. Closter, Firmont and Nyack 7 8:30 10 a m 1 3:20 4 4:50 5:30 6:40 8:30 p m 12 mid night. Summays 7 9 am and 7:15 p m. Names, Spring Valley and Monsey 7:10 10 a m 4:50 p m) Names, Spring Valley and Monsey 7:10 10 a m 4:50 p m) Sumdays 7 a m. Sumdays 7 a m.

WEST SHORE ROUTE.

NEW YORK, WEST SHORE & BUFFALO RAIL WAY Trains leave Desbrosses, Cortlandt and foot of West 42d star For Chicago, Suspension Bridge, Nisgara Falls and Buffalo, Re. 10. p. m. Utics, Little Palls, Fort Plain, Canajoharie, Port Jackson Amsterdam, v.80, 11:20 a. m., *8 p. m. Albany and Catakill, *8, 9:30, 11:20 a. m., 4:30, *8 p. m. Newburg, Kingston, nighiand, Poughkeepsie, *3, 8:30, 11:20 a. m., 3:40, 4:30, *8 p. m. *Daily, Other trains daily except Sunday.

Buffet Parlor Cars on 9:30 and 11:20 a. m. and 4:30 p. m.

Huffet Parlor Cars on 9:30 and 11:20 a. Hr. and 2.00 p.
trains for Albany.
Parlor Buffet Cars on 9:30 a. m. train for Syracuse and
Rochester.
Fullman Buffet Sleeping Cars on Sp. m. train for Buffelo
and Chicago.
Tickets and time tables at stations and at offices of the company, Jersey City, Pounsylvania Hailroad Station, Brooklyn,
No. 4 Court-at. Amer office, foot of Failon-sty, 253 Fullon80, 40, 303, 419, 364, 1, 328 Brooklyn, No. 5 Union Bequare, No.
1917 6th-ave, No. 194 East 125th-st., Pennsylvania Bit. Station, foot Desbroases at., foot Cutlandt-st., and Weet Shafe
Station, foot West 426-8.
HENRY MONETT, Geb. Pass. Agest,
24 State-